Herald Special Report from Madrid.

The Resignation of the American Minister Officially Accepted.

Battle with the Carlists and Severe Defeat of the Royalists-An Army Embarked from San Sebastian.

TELEGRAMS TO THE FEW YORK HERALS.

The following special despatch to the HERALD has been received from our correspondent in the Spanish capital:-

Madrid, Dec. 26, 1873.

United States Minister Sickles' resignation has been officially accepted.

Conflict with Carlists and Defeat of the Royalists-An Army at Sea-The Municipality of the Capital Suspended from MADRID, Dec. 26, 1873.

A desperate conflict between a band of Carlists and a republican force occurred yesterday before the town of Bocavrente, Province of Valencia, The insurgents were defeated, with a heavy loss in killed and wounded. AN ARMY AT SEA PROV SAN SERASTIAN.

Fourteen thousand · republican troops, under command of General Moriones, have left San Sebastian by sea.

Their destination is unknown.

General Loma, with a lorce of 3,000 government troops, remains in the city. THE CORPORATION OF THE CAPITAL SUSPENDED FROM OFFICE.

The municipal authorities of Madrid have been suspended from office.

Moriones' Army Landed at Santona MADRID, Dec. 26, 1873. General Moriones, who embarked at San Sebastian with 14,000 men, landed to-day at Santona.

KAISER WILHELM.

The Emperor of Germany Much Better in

TELEGRAM TO THE NEW YORK HERALD.

BERLIN, Dec. 26, 1873. The Emperor William is much better this

FRANCE.

Specie in Flow to the Bank.

TELEGRAM TO THE NEW YORK HERALD.

PARIS, Dec. 26, 1873. The specie in the Bank of France has increased 23,000,000 francs during the week.

STEAMBOAT DISASTER.

A Steamer Snagged in the Tyne-Sunk in Five Minutes-Forty Lives Lost.

TELEGRAMS TO THE 'EW YORK HERALD.

LONDON, Dec. 26, 1873. At five o'clock this morning the steamer Gypsy Queen, belonging to the liver Tyne improvement Commissioners, struck the wreck of a snoken lighter in that stream and went to the bottom in five minutes.

There were between 50 and 60 workmen on board the boat at the time of the disaster. Twenty of them were rescued.

The remainder 30 or 40 men were drowned. The Roll of the Dead Considerably Re-

duced.

LONDON, Dec. 17-6 A. M.

The latest reports reduce the number of lives lost by the steamboat disaster on the Tyne to 18.

RINDERPEST.

Caitle Piague at Madeira-Unwholesome Beef for Fighting Britons.

TELEGRAM TO THE NEW YORK HERALD. LONDON, Dec. 26, 1873.

The cattle plague has broken out in Madeira, and cattle going thence to the Gold Coast are infected.

ASHANTEE.

British Reinforcements Landed on the Coast.

TELEGRAM TO THE N.W. YORK HERALD.

LONDON, Dec. 28, 1873. Despatches from the Gold Coast annou arrival of the Highland troops at Cape Coast

WEATHER REPORT.

WAR DEPARMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, Dec. 27—1 A. M.
Synopsis for the Past Treenty-four Hours.

The storm, which was central off the Middle Atlantic coast this morning, moved to the northeastward, with brisk and high northeasterly to northwesterly winds and heavy snow and rains in the Middle and East Atlantic States. From these districts, westward over the lake region, the Ohio Valley and the Northwest, cloudy weather and snow and light to brisk variable winds are reporten. Partly cloudly or clear weather, with in creased pressure and light winds, now prevail in the South Atlantic and Gulf States. The temperature has fallen decidedly in the extreme Northwest, and slightly in the upper lake region.

FOR NEW ENGLAND AND THENCE WESTWARD OVER THE NORTHERN PORTION OF THE MIDDLE STATES AND THE LOWER LAKE REGION, GENERALLY CLOUDY WEATHER, WITH SNOW AND LIGHT TO FRESH VARI ABLE WINDS WILL PRAVAIL.

For the southern portion of the Middle States and thence southward over the South Atlantic States partly cloudy and foggy weather, with light to fresh southwesterly to northwesterly winds, increasing pressure and slight change of tem-Por the Ohio Valley, and thence northward over

the upper lake region, increasing pressure, lower temperature, with generally cloudy weather and show, followed by cloudy weather in the after For the Northwest cloudy weather and light snow in the river valleys, tollowed by clearing and cold weather and fresh to brisk northerly winds

during the afternoon.

For the Gulf States, and thence northward over Tennessee, increased pressure with lower temperature, northerly winds and clearing weather.

For the canal region of New York, the temperature will fall below freezing during saturday night.

The Weather in This City Yesterday. The following record will show the changes in the temperature for the past twenty-four hours in

TWO YOUNG MEN DROWNED.

SPRINGFIELD, Mass., Dec. 26, 1873. Two sons of H. S. Read, of Amherst, were drowned to-day. William H., aged 21 years, was a Sophomore in the college

BAZAINE.

The Convicted Soldier Away to Exile.

TELEGRAM TO THE NEW YORK HERALD. PARIS, Dec. 26, 1873. Marshal Bazaine has left Versailles for the island

of Sainte Margnerite. BAZAINE'S PLACE OF SECLUSION.

The Isle de Sainte Marguerite-The Man

in the Iron Mask.

According to a cable despatch to the Herald, Marshal Bazaine has commenced his term of 20 years' seclusion, in accordance with the terms of the punishment fixed by Marshal MacMahon. The le Sainte Marguerite, where he is to take up his lengthened residence, is on the Mediterranean coast of France, opposite Cannes and about two niles and a half from the shore. It hes close to the Italian frontier, and is one of the group of two isles called Lerins. Ste. Marguerite is of small extent, is covered with wood, and the climate, as

to the Italian frontier, and is one of the group of two isles called Lorins. Ste. Marguerite is of small extent, is covered with wood, and the climate, as may be inferred from its position, is of a sainbrious character. Bazaine does not exactly go into exile, nor is he to suffer the ignominy of being transported to a penal colony. He will always have in view the coast of France, and close at hand are many towns and willages, where, before his eyes, can be constantly seen the industry and every day life of his fellow countrymen in one of the most attractive portions of France.

Ste. Marguerite was once before the prison of an individual whose life was of romantic interest and whose history has been the subject of labored and extended research. In Man in the Iron Mask was confined on the Island from 1686 to 1698, when he was removed to the Bastlie. The dungeon in which he was incarcerated is still pointed out. Its solid windows are guarded by 12 iron bars. The only approach to it was through the governor's rooms. In the midst of a small garden is a square building with a door on each face, and evidently constructed with, a view to strength and to prevent prisoners confined in it from escaping. It is understood that the condemned Marshal will be accompanied in his sectusion by his wife and children, and that restraint on his movements will extend to his safekoeping. In other respects he will have the privilege of moving about within the confines of the island as much as he pleases.

The Man in the Iron Mask was differently treated. He was closely watched and not allowed to hold conversation with any one save his jailers. Various surmises as to who this historical character really was have been thrown out. At first it was contended that he was a solid for his seculation, and afterwards some believed that he was the elder brother (iffe. This assumption proved unrounded. It was again insisted that he was the leder brother of Louis XIV., that he was a son of Anne of Austria by the Duke of Beaufort, 'King of the Market

THE VIRGINIUS.

Official Report of the Surrender of the Vessel.

WASHINGTON, Dec. 26, 1873. The Navy Department has full official reports from Rear Admiral G. H. Scott, giving a detailed account of the surrender of the Virginius. The report does not differ materially from those contained in official and other telegrams that have been already published.

The latest despatch from Admiral Scott is dated flagship Worcester, Key West, Fla., December 19,

and is as follows:—

SIR—I have the honor to enclose herewith a copy of a letter of December 17 from Captain Whiting relative to the surrender of the Virginius. I received a further communication from him this morning by the tug Fortune, daied the 18th inst., in which he says. "I feared this morning that I would have to call upon you for assistance to get the Virginius ready for her passage, but I am glad to say that now she is in a lair way towards completion. During the night twenty-two tons of coal were taken in, but at eight o'clock and is as follows:to say that now she is in a lair way towards completion. During the night twenty-two tons of coal were taken in, but at eight o'clock A. M. it was found that the water had gained very much upon her. I stopped coaling, and, with the assistance of the Ossipee, then coaling from the other side of the schooner, all the pumps and lines of buckets men were started. Up to eleven A. M. the water did not diminish apparently, and the steam pumps of the Ossipee were brought into use by attaching lengths of hose for suction. In the meantime a leak was found about the stern, which partly accounted for the increase of the water. The difficulty was to get the water below the grate bars so that fires could be started and the bige pump's steam used. The water has been decreasing regularly since meridian and the fires are about to be started. The Ossipee while ready to started in the tother of the coal schooner hack in tow of the Potomore. I cannot dispose of more than 60 or 70 tons. I have decided that no more coal shall be put in the Virginius, and that the Ossipee shall tow her to New York, using the Virginius pumps only to work the blige pumps and overcome the drag of the wheels.

AMUSEMENTS.

Italian Opera-"Lucia." Notwithstanding the frightful state of the weather vesterday, the last night of the Christmas season of the Strakosch opera company attracted a large audience to the Academy of Music. The opera was "Lucia," in which Mme. Nilsson made her debut over two years ago in opera in this city, American boards. She was in excellent voice last evening, and the bright morceaux of Donizettl's. favorite opera fell from her lips with more attracrevertee opera leil from her tips with more attractiveness than ever. The mad scene will be for
many years a monument of the lame of Mme.
Nilsson in the memories of the New York public.
M. Victor Capoul appeared for the first
time in the role of the Master of Ravenswood and achieved such a success as few
would expect in such trying music. M. Capoul is
no laggard loyer in the declaration of his passion
or his leatonsy. The great scene which commences no laggard lover in the declaration of his passion or his leafonay. The great scene which commences with the inmortal seatet sud ends with the denunciation and renunciation of Lucia by the unbidden guest, the Master of Ravenswood, was interpreted by M. Caponi with intensity and effect. In the last scene he injused fire into the arias, "Fra poco a me" and "Tu, che a Dio spiegasil," and iew Edgardos have been greeted with heartier applause. The Ashton of Dei Puente and the Raymond of Scolara have been already described in these columns. The chorus and orchestra under Signer Muzio were without a flaw.

"Aida" will be given at the farewell matinge today.

Musical and Theatrical Notes. Rubinstein has been reaping laurels at Milan Bach's Christmas oratorio was produced for the first time in England on the 15th inst. Franz Abt is writing an opera, "The Sharpooter," for his next visit to America.

Theodore Thomas' second symphony concert takes place this evening at Stein way Hall. Peppini, the best of Italian violinists, is now in Geneva, and contemplates going to Russia. Both as a soloist and in chamber music he is equally

On the 9th inst. the singers of the Paris Opera Company, including Faure and Rosine Bloch, gave performance of "La Favorita" at Havre, for the penefit of the families of those drowned in the collision of the Ville du Havre.

Louis Drouet, the distinguished flute player. lately deceased, is said to have been the composer of the air, "Partant pour la Syrie," which is generally attributed to Queen Hortense, of whose sui te the musician was a member.

PROBABLE MURDER AT BIDDEFORD, ME.

BIDDEFORD, Me., Dec. 26, 1873. Patrick Hobbins, while drunk to-day, quarrelled with Joseph Sanstor, a tenant of the same house, and stabbed him several times, inflicting probably fatal wounds. Hobbins then attacked his wife, cutting an ugly gash in her arm, which severed several blood years is

CUBA.

Insurgent Assault and Advance in the Puerto Principe Territory-Repulse and Retreat-Spanish Troops in Pur uit

TELEGRAIS TO THE NEW YORK HERALD.

HAVANA, Dec. 26, 1873. The insurgents on the 19th inst. entered the cultivated zone of the jurisdiction of Puerto Principe, destroying every thing within their reach. They met with a repuise before Fort Diamant and in a subsequent attack on a detachment of civil guards lost several killed. The latest report says they are now in full re-

treat, pursued by the Spanish troops.

An American Special Correspondent Missing-Anxious Inquiry as to His Fate. HAVANA, Dec. 26, 1873.

Ralph Keeler, a special correspondent of the New York Tribune, mysteriously disappeared from the steamer Cienfuegos on her passage from Santiago de Cuba to Manzanillo, and nothing blas since been heard of him. His baggage was on board the steamer on her arrival at Manzanillo and was delivered by the captain to the United States Consul there. Consul General Hall and the Havana agent of the Associated Press have inquired by telegraph and mail in all directions for the missing man, but

It was at first supposed that Mr. Keeler had been left behind accidentally at Santiago; but another steamer arrived to-day from that port without bringing any tidings as to his whereabouts. It is now feared that he fell overboard from the

Cientuegos. Washington.

WASHINGTON, Dec. 26, 1873.

Informal Cabinet Meeting. There was no business before the Cabinet to-day. The session was merely informal. The usual New the 1st of January. Reduction of Estimates for Water and

Defence Improvements. As there is no absolute necessity for heavy appropriations for the improvement of harbors and rivers and fortifications under the engineers' bu

reau of the War Department, the estimates for such improvements, amounting to \$20,000,000, will No Money for the District of Columbia Until Its Muddle of Finances Is Classi-

fied by Investigation. After all the fuss made by the "Ring" organs here over the deposit of \$350,000 by Boss Shepherd, it transpires that he borrowed the money upon the strength of what he represented as a certainty that Congress would make another appropriation for the relief of the District this winter. But, in this case, Governor Shepherd will find that he is banking upon worthless securities. One of the most influential of Western republicans in the House, General Rusk, of Wisconsin, said to-day that if Shepherd got any appropriation this winter it would not be until after he had satisfactorily shown what had become of all the money he had obtained and what he proposed to do with that which he now sought to obtain. Any effort to get a district appropriation this winter is bound to resuit in a thorough and searching investigation of the district management, and the temper of the Western republicans is such that the possibility of result of the elections in Iowa, Kansas, Wisconsin and lilinois last fall has wonderfully renovated the consciences of the republicans in Congress from

these Granger States.

Completing the Polaris Investigations.

Secretary Robeson, to complete the record of the investigations into the Polaris disaster, is to-day examining the three last members of the expedition who have very recently arrived here. There is no particular interest in the facts derived from the latest inquiries.

The Demands of the Cherokees and

Creeks.

The representatives of the Cherokees and Creeks, now in Washington, say the despatches from Vinita are to the effect that the civilized Indians are averse to the settlement of the wild tribes in the limits of the Territory. All they ask is for the government to miff! its stipulations in regard to paying the Cherokees, Creeks and Choctaws for the territory ceded by them for the purpose of colonizing the wild tribes. They are anxious to augment the population of the Territory and to secure the rapid civilization of the Indians, in order to secure early its admission as a State.

Representation of the Pacific States in Congress. The absence from their seats of both Senators from Nevada has been a subject of comment, and it has been generally rumored, that as active politicians, they have remained on the Pacific coast to take part in the California Senatorial election. That State is so identified with Nevada in the rail road question that the political phase it has taken will likewise very materially influence the party organization of the latter State. Stewart is classed as a railroad man, and was therefore nuderstood to be opposed to Booth, while Jones has been openly cently elected to flil the unexpired term of Senator Casserly, will be present soon after the reassembling of Congress, and the Pacific States will then

Photographs of the Kaisel Gakke or Imperial Japanese University.

General Eaton, Commissioner of Education, today received, through the Japanese Minister at Washington from Fullmaro Tanaka, Vice President of the Council of Education and in charge of the administration of the Department of Education in Japan, two large photographs of the Kaisei Gakko or the Imperial University in Tokei, which were taken on the occasion of the opening of its new buildings by His Imperial Majesty the Tenno of Japan. One represents the students drawn up in front of the university and the other is a representation of the State carriage, built after the style of an American hack, to which are attached four horses, attended by servants in livery. Another feature of the pictures is the number of tall silk hats seen in the crowd of spectators. Designs for the New Congressional Li-

brary Building. The commission to select a plan for a new building for the library of Congress have awarded the first premium of \$1,500 to the designs submitted by P. J. Pelz and J. L. Smithmeyer, of Washington; the second premium of \$1,000 to Adolph E. Alexander, of Boston, and the third premium of \$500 to Schultze B. Schoen and A. Cluse, of New York. Ten out of the 28 plans submitted were found so meritorious that the commission awarded to their authors a sum of \$100 each. These designs were by Samuel Sloan, T. W. Walter, John Fraser, A. B. Jones, J. W. McLaughlin, E. G. Lund, Addison Hutton, F. W. Chandier, F. H. Bickneil and Schumann & Lautrup.

Homeward Departure of Commissioner Douglas. Commissioner Douglas, of the Internal Revenue Bureau, left here on Thursday to spend the holldays at his home in Erie, Pa.

Washington City First National Bank. The statement to the effect that the First National Bank of Washington will soon pay another dividend is without authority from the receiver.

GENET REPORTED TO BE IN MONTREAL. MONTREAL, Dec. 28, 1873.

It is rumored that Henry W. Genet, who escaped from custody in New York lately, is at present in Montreal. THE SENATE COMMITTEE ON TRANSPORTA-

TION. MOBILE, Ala., Dec. 26, 1873. mittee on Transportation arrived here at eleven o'clock and were handsomely

entertained by the Board of Trade and the leading business men of the city. The committee left for New Orleans at four o'clock. DEATH OF A PROMINENT CANADIAN. TORONTO, Dec. 25, 1873. John Worthington, an old resident and exten-

ve contractor and builder, died last night.

GREAT RAILROAD STRIKE.

sylvania Company Refus-

Travel Impeded in Pennsylvania, Ohio, Indiana and Illinois.

FREIGHT TRAINS STOPPED.

PITTSBURG. Dec. 26, 1873. When the alarm bell struck the hour of twelve o'clock to-day all the locomotive engineers employed by the Pennsylvania Company, a company which controls and runs all the leased lines of the Pennsylvania Railroad, struck against the proposed reduction of wages. Their lines are the Pittsburg, Fort Wayne and Chicago, the Cleveland and Pittsburg, and Pittsburg. Ciscinnati and St. Louis railroads. The strike was the most systematically arranged that has ever been known, for no notice whatever had been given to the officers of these several roads of the intended action, and at the hour of noon every engine on the lines of roads mentioned was stopped instantly at various points on the roads, and the engineers and firemen t once quitted them. The cause of this action was a determined resistance by these employes to the reduction of 10 per cent in the matter of their wages, which was to take effect from the first day

This reduction was also to affect all other employés, including general officers, from presidents down to the lowest grade of laborers. Shop men were reduced 20 per cent, 10 per cent more than others. This shrinkage in their earnings was evidently received with much dissatisfaction by the engineers and firemen, and finally the dissatisfaction became so great that the matter was laid before the Brotherhood of Engineers, a very powerful and well organized society, which insisted n a restoration of the former prices, and if not that the men should ouit work on the day following Christmas. This restoration of prices was not granted, and accordingly there was agreed upon a general strike at noon to-day. It does not affect the Pennsylvania Central road because no reduction was attempted to be made on this road, and the trains to the East are running regularly. But all travel westward is at dead standstill, and numerous locomotives are left standing at various places on the tracks. Freight trucks were left remaining on the track at Coiller's station, and the engineers of the Co-lumbus mail train, due here at six o'clock this evening, left their locomotive at Dennison, Ohio.

Their places were, however, supplied, and the train is now on its way. The discharged employés have been directed to keep away from the company's property, and any interference whatever will be checked by resorting to law. This seems hardly necessary, as the engineers are peaceful, law-abiding men and don't propose to resort to any unlawful means to accomplish their purposes. Western bound passengers cannot get away, and the depot this afternoon was filled to overflowing with travellers eagerly inquiring as to the possibility of some arrangement with the strikers that would enable the companies to continue the running of trains to-night. A number of accommodation trains were sent out, with shifting engines, and yet many living in the supurbs of Allegheny City were compelled to reach home on Ouite a number of merchants and other business men living along the line of the Fort Wayne and Chicago road were obliged to take passage on a steamboat chartered for the purpose of conveying

them home. at this hour it cannot be learned when they may reach their destination. Much complaint is being made on this score by our merchants, and the government will be appealed to in this emergency.

Alexander Pitcairn, of the Pennsylvania Railroad one. Engineers of passenger trains, he says, make on an average \$3.85 per day, while freight engineers get on an average \$4 50. Firemen are not members of the Brotherhood, but were induced by some means to go out with them.

Passenger Trains Despatched. PITTSBURG, Dec. 26, 1873.

sistant general manager of the Pittsburg, Fort Wayne and Chicago, and Cieveland and Pittsburg roads he stated that if affairs are no worse tomorrow they will be able to get through all passenger trains as promptly as ever. Through trains from New York will not change engineers, but will be sent on through to Chicago. A number of odation trains, Mr. Lyang says, was taken off this afternoon, but he firmly believes that if matters do not get worse by to-morrow the company will be able to dispatch all regular west passenger trains, for he says many of the oldest and best engineers on the road still stick to their engines. Through trains to-night are sent off, and passengers consequently will go forward to their

No freight trains will leave here for the present, and no freight is expected to arrive here until the difficulty is settled one way or the other.

THE STRIKE AT COLUMBUS.

COLUMBUS, Ohio, Dec. 26, 1873. All the engineers employed by the Pennsylvania Central Railroad Company on the division west of Pittsburg have struck. The Pan Handle Company; Columbus, Chicago and Indiana Centrol: the Pittsburg, Port Wayne and Chicago, and the Little Mismi roads notified all employes that after December I all wages would be cut down 10 per cent. The engineers rebelled, and a petition, signed by 3,000, reminded the managers of said companies of promises made them that their wages were not to be reduced, and giving the companies until the 24th of December, stating that unless their demands were acceded to there would the tightness of the money market, endeavoring to reason by teiling the engineers and firemen that wages. But nothing would do but full pay or quit. A secret meeting was held December 24, attended by all engineers and firemen residing in this city, at which the following resolution was passed :-

at which the following resolution was passed:—
That we, engineers and firemen of roads
managed by the Pennsylvania Central Company west of Putsburg, having notified said managers we would strike to a man if former wages,
were not granted up to the time given, all members of our brotherhood will on the 25th of December, at tweive M., refuse to run any engine save
those having left stations before the hour named. Managers, superintendents and other officials,

feeling determined to crush anything of the kind. little thought the result would be so serious. Or morning of the 26th here and there groups of engineers and firemen were seen hanging round the depot, looking very wise, but saying nothing. The railroad efficials, on the qui vive, looked nervous, but hid their fears from view. Twelve o'clock came. The train from Chacinnati arrived. Passengers going East purchased tickets. The time arrived for starting. Engineers commenced yelling, firemen staffed, fidgety passengers inquired "Why the train, did not start!" Then the news burst upon all, that the engineers' strike was no but a reality. All the trains had stopped. None had left since morning. The Baltimore and Ohio road opposition offered a reduction of rates to all potats 'East. During the day crowds assembled at the depot. Engineers arriving were received cheers by their comrades. Drinking was freely inin. Things look as if a riot pending. Extra police were called. A ru-mor was circulated that the Mayor had asked for arens from the arsenal to equip them. On the arriv, at of the train from Pittsburg, some one threw a datone at the engineer, crushing through the Window of the locomotive, striking the engineer 'on the head, and inflicting a serious wound. Engineers disclaim knowing anything about the

mair, saying that the stone was thrown by sh

Engineers and Firemen of the Penning to Work.

case of the Missouri strike, of those who would take trains out; but they jet confident that none would be found ready to serve, but master mechanics and those not members of the association. Public opinion is at variance. Some favor the engineers; others say that the unions are a curse to the country, and hope that the companies will carry the day. The engineers, during the conversation, said that the company nad no right to cut down the freight and passenger tariff, but supposed that it was for the pursose of filling up the pockets of the big-bugs of the companies. Many of the crowd cried out, "Correct, old fellah!" The engines are all guarded; but at the present time no de-struction of property is feared. Things have quieted down, but secret meetings are no Pittsburg to discharge all the clerks and extra telegraph operators, and to keep none but station agents. The managers seem determined to make them all suffer, hoping to bring the strikers to their senses. Numbers of prominent House. They took things very easy, expressing the opinion that they would come out vic-torious, and that promises, if circumstances compelled, must be broken. Plenty of men would be found to run the mati Several arrests were made during the day. The strike, if managed by good leaders, may last two or three weeks. People generally sensure ployes of the roads who take no part in the strike. Where munagers hoped to gain strength engineers. No trains have left since twelve M. It is hoped the trouble will be settled quietly, without destruction of property or blo The managers have power to aver anything of the kind by treating the hard working engineers fairly, not breaking their agreements.

Your correspondent interviewed several promi-

them, nor obstructions put in their way, as in the

TEE STRIKE AT CINCINNATI.

CINCINNATI, Ohio, Dec. 26, 1873. A strike of the engineers and firemen on the Pan Handle Railroad commenced here at noon to-day. The strike is against the reduction of 10 per cent in the wages of these employes from the 1st of the present month. The agents of the company say previous notice of the reduction was given. Since noon two passenger trains and all the freight trains on the Pan Handle road were unable to leave this city. It is reported here that all the branches. of the Pan Handle and Pennsylvania Central roads are affected simultaneously by this strke.

The Pan Handle officers are doing all they can to

keep trains running. The railroad shops in the eastern part of the city are stopped to allow the mechanics to take the places of the striking engineers. Out of seven passenger trains to leave the city this afternoon four went out and three had to remain here. Nothing better is expected for to-morrow. Up to midnight no freight has left

The officers here had no intelligence of the strike till noon-the hour appointed for it to begin. They had vague rumors of a contemplated strike which came last night, but gave no indication as to the Superintendent Ellison, who went out on the

quarter past nine P. M. train east, reports an attempt to throw it off the track at the Pendieton shops, in the eastern part of the city, about three miles from the depot.

something around the rail in two dis-tinct places close together. At the first obstruction the locomotive jumped the track and striking the second it recovered the track and ran on again without injury. The precise character of the obstruction has not been ascertained.

THE STRIKE AT CLEVELAND.

CLEVELAND, Dec. 26, 1873. Pittsburg Railroad struck to-day at noon. The passenger trains were somewhat delayed, but were all run through. Several freight trains were abandoned. It is reported that there is a misunderstanding among the engineers, and that the strike is without the authority of the Brotherhood; also that only 25 or 30 engineers went out. and that these have asked to be reinstated. With the exception of the freight trains abandoned the ported on the other roads centreing here.

THE STRIKE AT CHICAGO.

CHICAGO, Dec. 26, 1873. The engineers and firemen on the Illinois Central, the Great Eastern, the Chicago and Northwestern, the Pittsburg, Fort Wayne and Chicago railroads struck at noon to-day, and no trains have gone out over any of these lines to-night, on ac count of the recent reduction of wages. It is thought a sufficient number of engineers will be trains on all the roads perhaps to-morrow.

THE STRIKE AT INDIANAPOLIS.

INDIANAPOLIS, Ind., Dec. 26, 1873. The engineers on the Pittsburg, Cincinnati and St. Lous, the Indianapolis and Vincennes and the Jeffersonville, Madison and Indianapolis railros struck at noon to-day. All trains leaving their starting points before twelve o'clock were run through. On the Indianapoles and Vincennes Railroad the regular passenger trains went out on schedule time, and the night passenger trains on both the Pittsburg, Cincinnati and St. Louis and the Jeffersonville, Madison and Indianapolis roads will go out as usual, in charge of engineers not

members of the Brotherhood of Engineers. There has been no disturbance as yet, and it is not anticipated that the strike will extend to other roads. No trains have acrived on the Pittsburg, Cincinnati and St. Louis Railroad since noon. The regular trains leaving Louisville at two o'clock P. M. on the Jeffersonville road came in a fer minutes late.

A CALIFORNIA TOWN ROBBED.

SAN FRANCISCO, Dec. 26, 1873. A party of 20 Mexicans and several white men, all armed, to-night entered Dingston, Fresno county, and seized 20 of the citizens, and bound them hands and feet and then robbed the two stores in the town, getting about \$1,000 in money and a large quantity of jewelry and ribbons. They then made their escape, but the people are in hot pursuit.

DROWNED WHILE SKATING. BOSTON, Dec. 26, 1873.

Daniel E. Waldron, aged 15 years, was drowned resterday while skating in Waltham. WORCESTER, Mass., Dec. 26, 1873. John Ryan, of Southbridge, was drowned this corning while skating.

BIDDEFORD, Me., Dec. 26, 1873. Eugene Durgin, aged 13 years, son of Mr. H. P. Durgin, broke through the loe while skating yes-terday and was drowned.

FRATRICIDE AND LYNCE LAW IN OHIO.

CINCINNATI, Dec. 28, 1873. A despatch from Dodson, Montgomery county, Onio, says that as a shooting match near that village, yesterday, John and Henry Stone, brothers, quarrelled about loading a rifle, and John called thenry a liar, when the latter drew a revolver and shot and killed John. The spectators were much excited, and caught and hung Henry to a tree, when Henry's body was taken down ille was extinct. The participants in the match had been induging very freely in liquor.

FATAL STABBING AFFRAY IN CANADA. DORCHESTER, Ont., Dec. 26, 1873.

During a drunken row yesterday at McMilian's tavern, between colored and white men, one of the latter, named Bell, was stabbed and killed. Several of the parties concerned in the row have been

A TOUTHFUL DEFAULTER.

ST. LOUIS, Dec. 26, 1872. nent engineers, who said that no personal vio-lence would be used against those opposed to F. S. Rutherford, a son of the late Colonel Rutherford, of Alton, Ill., who, for two or three years past, has had charge of the flour department of the commission house of Craig, Alexander & Co., in this city, absconded on Monday with the sum of \$500 of city, absconded on Monday with the sum of \$500 of his employer's money. He also purchased \$1,500 worth of four from Sayers, Shaw & Co. Ca short credit and converted it into cash. He started for San Francisco on Monday evening. Yesterday he was arrested at Chevenne and an officer will be sent for mm. He is only 29 years old and has heretolore being an irreproachable character and enjoyed the fullest confidence of his employers and the flour merchants on 'Change, with whom he had daily transactions.

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